

Fair to-day and to-morrow; slowly rising temperature; fresh west winds.
Highest temperature yesterday, 54; lowest, 43.
Detailed weather reports will be found on Editorial page.

VOL. LXXXV.—NO. 61.—DAILY.

NEW YORK, SATURDAY, OCTOBER 30, 1920.

ENTERED AS SECOND CLASS MATTER, POST OFFICE, NEW YORK, N. Y.

PRICE TWO CENTS

THREE CENTS
IN NEW YORK CITY.
FOUR CENTS ELSEWHERE.

BIG N. Y. POLITICIANS BEING LINKED WITH BUILDING GRAFTERS

Tammany Men Said to Be
Connected With the
Brindell Ring.

U. S. NOW INTERVENES
Federal Action Arouses
Fear of Serious Mixup
in Investigation.

IMMUNITY PLEAS MADE
Untermeyer Appointed Assistant
District Attorney—Indictments Expected Soon.

Samuel Untermeyer, counsel for the
Lockwood Housing Committee, was
appointed yesterday an Assistant Dis-
trict Attorney, and authority was
given to him to go before the Novem-
ber Grand Jury, which meets Monday,
to present evidence gathered in the in-
vestigation of the building graft ring
as a basis for indictments. It is not
improbable that several men promi-
nent in the scandal will be indicted be-
fore the committee resumes its hear-
ings next Thursday.

The investigation will not lag for a
moment while the prosecution is being
pressed. With the designation of Mr.
Untermeyer to handle the criminal end
there came an appointment for Leon-
ard Wallstein, associate counsel, as
special Deputy Attorney-General, to
cooperate with Attorney-General New-
ton and his staff in running down the
grafters.

Following the action of the United
States Government in projecting itself
into the housing inquiry yesterday at
the request of United States Attorney
Caffey, the State investigators even
hastened their efforts to complete
their case against those named as the
master minds in the game of extorting
great sums from capital and labor in
the building industry.

Federal Action Not Relaxed.

The action of the Federal Govern-
ment evidently did not arouse much en-
thusiasm here. Some question the reasons
for Federal officials trying to squeeze
into the case when their invitation to
assist have been declined. The two line
investigations might easily run at cross
purposes, it is said. The Federal Gov-
ernment, entering the field at such a
late date, might mix up the case, it is
decried, and give the State Attorney
whom the State might wish later to
question. While there is no indication
of friction, the double headed inquiry is
not regarded with favor in certain quar-
ters.

Pressing hard on the trails leading
out of the hearings held on Wednesday
and Thursday, when amazing revela-
tions piled up hour after hour, the Lock-
wood committee's investigators were
after several men who are known to be
frightened badly. Offers of information
if immunity is granted are coming to
the committee, and all are being re-
jected.

The disclosures bring more and more
to the front the indication that big poli-
ticians are involved. They may be
reached before the investigation goes
much further. Tammany men are said
to be connected, but just how remains
to be developed.

Northern Wrecking Company.

The remarkable activities of the
Northern Wrecking Company will come
in for attention at an early date. This
concern has been mentioned many times
in the hearings. There are in the re-
cords of the committee receipts given by
agents of the Northern Wrecking Com-
pany to workmen from whom pay ex-
tracted money was extracted for various
reasons demanded by the Building Trades
Council, of which Robert P. Brindell, the
"Labor King," is president. It may be
developed later why the Northern
Wrecking Company was collecting for the
Brindell Council.

George J. Atwell is president of the
Northern Wrecking Company and like-
wise of the Northeast Supply Com-
pany, a concern which received a large
sum from the city last autumn for
trucking army food for the Department
of Markets. Atwell was named promi-
nently in the city's investigation which
followed the explosion in the Market
Department. He is reported to have
become wealthy in recent years and is
known in Democratic circles as power-
ful. He is a member of the National
Democratic Club.

Starting as has been the testimony
concerning Brindell's almost incredible
rise to a position of supreme authority
in the building industry. It is understood
that the stories already told are mild
compared to some that are coming later.

Brindell's Amazing Position.

Other reasons than those so far re-
vealed on the witness stand are said to
have contributed to Brindell's com-
manding position by which he broke
wealthy contractors, drove into bank-
ruptcy his competitors and made corpo-
rations bow to the will of the man who
like the Fuller and Stratton companies
how the knee to him and held together
a system which exacted tribute from
tens of thousands of men forced into
unions and against all the pressure the
American Federation of Labor could
bring to bear. The story of Brindell's
stand out as one of the most amazing
in the whole annals of modern industry.

While Mr. Untermeyer was not at lib-
erty to indicate in any way what action
he will take when he goes before the
Grand Jury Monday, his relation to the
jury being entirely in a confidential
capacity, it was assumed by those who
attended the fact that he was in a
position to request indictments on
four or five counts.

These would include the evidence deal-
ing with extortion, with perjury, with
conspiracy and with the extortion of
money from the public.

Continued on Seventh Page.

PUBLIC ROBBED OF MILLIONS BY COAL CAR PLOT

U. S. Closing In on Band
Operating From Mines
to Tidewater.

I. C. C. CLERKS ACCUSED
Railroad Conductors, Local
Agents and Men Higher
Up Divert Shipments.

PERMITS ARE FORGED
Favored Corporations and In-
dividuals Pay to Get Fuel
Illegally.

Special Despatch to THE NEW YORK HERALD.
NEW YORK, Oct. 29.—(Herald Bureau.)
Washington, D. C., Oct. 29.—

Department of Justice officials have
information which indicates that more
than thirty car distributors in differ-
ent sections of the country have been
receiving bribes for displacing and
placing coal cars in the interest of
favored corporations and individuals.
The officials are convinced that a
gigantic system of graft has extended
from the soft coal mines along the
lines of some of the coal carrying
railroads to the piers, the dumps and
the tidewater pools and that there
have been involved in its ramifications
clerks, inspectors, dumpers and many
of the minor officials of the common
carriers, who are believed to have been
"fixed" by the illegal use of money.

Those assertions are warranted by
admissions made by Gibbs L. Baker,
one of the best known of attorneys
who have specialized in law in its rela-
tion to coal production and traffic.

Mr. Baker is general counsel to the
Wholesale Coal Trade Association of
New York and to the Tidewater Coal
Exchange, which controls the soft coal
pooling at the ports of New York,
Philadelphia and Baltimore. He acted
as an advisory capacity to the As-
sociation of Coal Operators of North-
western Virginia, whose pledges made
to the Attorney-General, committing
themselves to fair dealing and the
elimination of the profiteer and
grafter have been made a model for
operators of other parts of the country
to emulate.

Confers With U. S. Officials.

As a representative of the Fair Prac-
tices Committee, which has been con-
stituted by the West Virginia operators,
Mr. Baker has come into close contact
recently with officials of the Depart-
ment of Justice and also of the Interstate
Commerce Commission.

The colossal system of graft through
which coal speculators have scooped
millions of profit at the expense of the
public included not only freight
train conductors, division officials and
local agents of the railroads at points
which ordinarily would be considered of
minor importance. The trail leads higher
up. It is pretty well established that
there has been an illicit traffic in forged
permits and preferential orders not
only that which has been rife in the
Illinois whiskey traffic conducted through
forged revenue stamps and spurious
permits for the removal of liquor from
bond.

In certain instances it has been found
so it is said, that by the criminal pro-
cesses familiarly known as check raising
the figures on car permits issued by
authority of the Interstate Commerce
Commission have been forged so as to
add a round 100 cents to the number
of cars which have been shipped.

In other cases the investiga-
tors have found indisputable evidence of
the common use of false permits and car
assignments. There are said to be in-
dications of collusion even in the clerical
force in the office of the Interstate Com-
merce Commission itself.

All these reports, Mr. Baker asserts, it
is the fixed policy of the Department
of Justice to investigate thoroughly and
to sift to the bottom.

"The Interstate Commerce Commission
held a session recently," Mr. Baker said,
at which reports of the various com-
mittees of railroad officials and employ-
ees were discussed at length and explicit
directions were given by the commission
to enforce the regulations violated and
to prosecute all offenders. It appears
that some of these crooks cannot be
reached directly by the provisions of the
Justice under the provisions of the Lever
Act, but that the commission has it
within its power to rectify and punish."

KU KLUX KLAN PLAN PARADE WITH CROSS Event Heralded as Guard Against Election Conflict.

Special Despatch to THE NEW YORK HERALD.
JACKSONVILLE, Fla., Oct. 29.—Under
the heading "Ku Klux Klan to Parade
Here Saturday Night," which was qual-
ified by the phrase "persistent rumors
on streets, but unverified, are to this ef-
fect," the Florida Metropolitan local af-
ternoon newspaper published the fol-
lowing on its first page to-day:

"The mysterious riders of the Ku
Klux Klan will parade through the
streets of Jacksonville Saturday night
dressed in full regalia with the fiery
cross in front of the advancing col-
umns, according to rumors heard around
the city Friday.

"The Ku Klux Klan, which was re-
cently organized, is the direct descendant
of the Ku Klux Klan which was first
organized in Pulaski, Tenn., during re-
construction days by Col. John C. Lester,
Laps D. McLeod and others, and which
spread rapidly all over the South, and
of which Gen. Nathan B. Forrest was
the head. The rumor that a parade
would be held Saturday night could
neither be confirmed nor denied, as
the officers or members are not known.

"Though, of course, there is no way to
get definite information, it is rumored
that the purpose of the parade is to
prevent any racial conflicts on election day,
with large numbers of negro men and
women are expected at the polls."

Continued on Second Page.

2 Years and \$5,000 Fine for Sugar Profiteering

BAY CITY, Mich., Oct. 29.—
Convicted in Federal court
here on charges of profiteering
in sugar and dealing in it without
a license, Luther Ellison of Jones-
boro, Ark., was sentenced to-day
to two years at Fort Leavenworth
and fined \$5,000.

COCCHI GUILTY IN CRUGER CASE

Sentenced to 27 Years in Prison
for Crime in New York
City in 1917.

FOUR CHARGES PROVED
Bologna Conviction Ends Mys-
tery of High School Girl's
Disappearance.

By the Associated Press.
BOLOGNA, Italy, Oct. 29.—Alfredo
Cocchi, on trial here for the murder of
Ruth Cruger in New York city in Feb-
ruary, 1917, was to-day found guilty
on four charges.

Cocchi was sentenced to twenty-
seven years imprisonment.
[The prosecution asked Cocchi's con-
viction for murder in the first degree,
attempted criminal assault, falsifying
passports and false enrolment in the
military service.]

Signor Bontini, counsel for Cocchi, in
admitting that Cocchi killed the girl
contended that the accused was crazed
at the time by domestic troubles and
wine. He asked for a verdict of man-
slaughter.

The sentence was made by attaching
penalties for the lesser charges to the
major crime of murder in the first de-
gree, for which the penalty is twenty-
four years when committed outside
Italy.

Cocchi's townspeople received the ver-
dict with general approbation. They
had predicted he would be sentenced to
from twenty-five to thirty years.

The jury's verdict was reached after
an hour and a half's deliberation, in
which, according to the new Italian
procedure, the judge participated. The
jury voted Cocchi guilty of all four
charges. It found that the crime was
committed under extenuating circum-
stances. Cocchi wept all through the
day's proceedings.

Signor Bontini, counsel for the de-
fendant, in asking for a verdict of man-
slaughter instead of murder in the first
degree, urged that Cocchi at the time he
killed Miss Cruger was tortured with
domestic troubles to such an extent that
he was only half-responsible for his ac-
tions. It was when he had drunk the
five glasses of California wine and Miss
Cruger returned for her skates that he
became momentarily insane and at-
tacked the girl. Fearful of the police
arresting him, Cocchi then without pre-
meditation killed Miss Cruger, said
the attorney.

Signor Franchini for the prosecution
contended that Cocchi was in possession
of his full mental faculties and argued
that California wine was no stronger
than Italian wine, and that was not
strong enough to make a man commit
so heinous a crime. The prosecutor told
the jury that it had upon it the respon-
sibility to render justice, since the crime
was committed by one of their own
countrymen against the people of the
United States.

Ruth Cruger, an eighteen-year-old stu-
dent at Washington High School, New
York city, disappeared in February,
1917, after a visit to Cocchi's bicycle
shop to have her skates sharpened. For
almost six months nothing was learned
of her whereabouts. When the bottom
of the cellar in Cocchi's shop was dug
up in June her body was brought to
light.

In his first trial in June, 1919, Cocchi
declared his wife had committed the
murder, and the trial was interrupted
to determine the truth or falsity of his
charge.

Mrs. Cocchi, however, was completely
exonerated.

The second trial began on Monday
last. Cocchi's counsel, while admitting
the guilt of his client, declared he was
razed at the time the murder was com-
mitted by domestic troubles and wine.
Representations by Cocchi's own witness
taken in New York for the purpose of
substantiating this plea proved boom-
erangs, as the witnesses deposed that
whatever domestic trouble existed in the
Cocchi family was due solely to Cocchi's
actions.

LAST OF CUSTER'S BAND KILLED BY MOTOR CAR

Fleck Got Four Wounds in
Battle With Indians.

TOLSON, Oct. 29.—Frank Fleck, be-
lieved to have been America's last sur-
vivor of Custer's band of Indian fighters,
was killed by an automobile on a subur-
ban road near here early to-day. Fleck,
a ship carpenter, had made his residence
in Toledo many years.

When Custer's troops were mustered to
pursue Indian renegades Fleck was at-
tached to Reno's division. He suffered
four bullet wounds and escaped with
Reno's troops, who had become separated
from Custer.

Fleck was one of seventeen who en-
listed from Toledo in the regular army
in 1867. He was assigned to the Seventh
Cavalry, which was sent against the
Sioux Indians under Sitting Bull. He
was seven years old.

"It should be understood," Mr.
Baker continued, "that the Government
is not seeking directly the fixing or
limiting of prices, but what it is seeking
to do cannot fail indirectly to bring
prices down to more reasonable levels.
The plan is to search out unfair and il-
legal practices, to rid the industry of its
monopolies."

RAILROADS GAIN \$2,000,000,000 IN EFFICIENCY

Executives Amazed at Big
Freight Increase Since
U. S. Control Ended.

MILEAGE IS UP 5 P. C.
Record Made Despite Loss
of Equipment and Other
Handicaps.

TRAFFIC SETS NEW MARK
Rail Chiefs Applaud Report
Read at Meeting—Labor
Issue Discussed.

Railroads of the United States are
being operated at a degree of efficiency,
which is the equivalent of adding
500,000 freight cars, valued at \$2,000,-
000,000, to the nation's transportation
system, as it existed on March 1 last,
when Federal control came to an end.

Definite figures to confirm this state-
ment were read to more than 100 rail-
road executives, who met yesterday at
the New Haven board rooms to hear
reports, to discuss results of private
operation, and to agree on a policy re-
garding section 302 of the transporta-
tion act, which deals with relations
between the management and labor.

The executives themselves were
amazed to find so great an improve-
ment in operation as compared with the
days of Government operation, and
the report of the committee which
deals with such matters was received
with applause.

At the end of Federal control the
average number of miles per car per
day was 22.3, and the average tonnage
of each car was 28.2. On September 1
the average number of miles per car
per day was 27.4 and the average ton-
nage of each car was 32.6. Translated
by railroad experts into terms of ef-
ficiency, the gain in car movement alone
was 22.5 per cent, and this was topped
by a gain of more than 7 per cent
in capacity loading. As there are in
stances, Cocchi wept all through the
day's proceedings.

Once the executives present raised
the point that the roads were not have
more cars to work with than the num-
ber available for the United States Rail-
road Administration under Federal con-
trol, but the figures presented showed
that during February last there were in
use 2,350,000 freight cars and that in
September 1, 1920, there were in service
2,550,000 cars, some 155,000 freight cars
more than had been in service since
March 1, although portions of such cars may
be used for rebuilding purposes.

In other words, the railroads have
been carrying since May 1 a tremendous
amount of traffic with fewer cars than
were available prior to the resumption
of private operation. At the same time
it was pointed out that not until Sep-
tember 1 were the railroads able to
break even on bad order cars, and that
by the end of that month the reduction
in the number of bad order cars had
been reduced only a few tenths of 1
per cent.

Such a record of improvement in
transportation efficiency, however, it
was stated, could not be accomplished
without increased expenditures for main-
tenance and such increased expenditures
were met at an annual rate of \$240,-
000,000. The only definite vote taken
at yesterday's meeting was the decision
to reduce the payment per day for for-
eign cars from \$1.10 to \$1, this step
being taken in the belief that a down-
ward trend in the scale of costs for unit
equipment which has already set in
will continue to make progress. Follow-
ing the meeting yesterday, T. De Witt
Cayler, chairman of the Association of
Railway Executives, authorized a state-
ment, saying:

"The traffic has been the heaviest in
the history of the railroads, heavier even
than it was at the height of the war
movement in 1918. The railroads have
been confronted with the task of moving
this traffic with facilities and equipment
admittedly inadequate, but the traffic
has been moved."

He said that he had complained of
the waste of army supplies and other
Government property to various other
persons without result, and that he had
felt that the President would be grate-
ful to him for bringing such matters to
his notice.

CONCRETE SHIP SUNK; 19 OF CREW ARE MISSING

Goes Down in Narragansett
Bay After Collision.

NEWPORT, Oct. 29.—The concrete
steamer Cape Fear, a United States
Shipping Board vessel, was sunk in the
deepest part of Narragansett Bay to-
night in a collision with the Savannah
Line steamer City of Atlanta. At a late
hour nineteen of the crew of thirty-four
of the sunken vessel were unaccounted
for.

The Cape Fear sank in three minutes
about half way between Castle Hill on
the Newport shore and Rose Island, go-
ing down bow first in 125 fathoms.

If it can be sold a HERALD "For Sale"
Ad. will sell it—Ad.

For Desirable Positions
refer to "Help Wanted" advertisements in
THE NEW YORK HERALD
TO-MORROW—SUNDAY
And don't overlook the offerings of Employment Agencies
for help of the better kind.

HARDING WARNS OF PERIL FROM DEMOCRATIC WASTE; WILSON IGNORED CHARGES

REBUKES ARMY
MAN'S REPORT
President's Letter Reprimands
Hoboken Inspector for
Impertinence.

IT DEFENDS TUMULTY
Official Sought to Press Home
Need of Checking Port
Extravagance.

From correspondence which passed
between the White House and a chief
inspector of army supplies who was
assigned to the Hoboken piers it ap-
pears that the attention of President
Wilson was directed repeatedly to
waste and misuse of Government prop-
erty. It also appears that after his
repeated complaints to Secretary Tum-
ulty had proved fruitless, this chief
inspector succeeded in getting direct
to the President a letter in which he
accused Mr. Tumulty of suffering from
"swelled head," and that forty-eight
hours later he received a reply from
the President informing him that he was
"unpardonably impertinent."

This chief inspector was Henry A.
Hicks, who appears to have made
many enemies among officials at the
Hoboken base because of his protests
about many things that went on there.
He was ousted from his desk in Ho-
boken last March because he had gone
over the heads of certain persons in
immediate authority with complaints
about wanton extravagance.

Copies of letters which Mr. Hicks
sent to Washington, and which were
directed to the secretary to the Presi-
dent, contain references to the destruc-
tion of hundreds of thousands of dol-
lars' worth of property which the
United States had installed aboard the
Leviathan and of valuable fixtures of
the Imperator.

They also contain charges to the ef-
fect that the Government had been
swindled by various contractors who
had been dealing with the Hoboken
base, and that many of the persons in
authority were negligent in their duties.
It was after he had made repeated
complaints of these matters and had
despaired of receiving any attention
from the President's secretary that Mr.
Hicks finally managed to get a letter to
the President direct by enclosing it in
a letter which was addressed by his
"life to Mrs. Wilson."

Addressing the President as the Com-
mander in Chief of the United States
Army, he expressed his best wishes for
his good health, and stated that he
hoped that the President had recovered
sufficiently to give the matter of which
he had complained his personal atten-
tion. He complained of Mr. Tumulty's
"failure to reply to any of his letters,
saying, 'It is a pity that some people's
letters swell.'"

In conclusion he wrote: "I am not
used to the treatment some political
leaders have out, and I don't intend as
an honest, sincere American citizen to
allow Mr. Tumulty or any other person
holding a political position to pull the
wool over my eyes."

The President's Reply.

The President's reply, dated Septem-
ber 2, 1920, and written on the White
House stationery, is as follows:

"Allow me to say that your letter of
September 1 was unpardonably impertinent.
I have looked into the matter
of the papers and requests sent by you
to the Executive Office and find that they
have been properly attended to. You
have no ground for just complaint and
a possible excuse for such impertinence.

"Very truly yours,
"WOODROW WILSON."

When seen yesterday by a represen-
tative of The New York Herald at his
home, at 146 West Forty-eighth street,
Mr. Hicks said that he had been a sup-
porter of President Wilson in the past
and that his sole purpose in writing to
the Executive Mansion about conditions
at Hoboken was to bring to the atten-
tion of the President a condition which
he thought warranted his personal ac-
tion.

He said that he had complained of
the waste of army supplies and other
Government property to various other
persons without result, and that he had
felt that the President would be grate-
ful to him for bringing such matters to
his notice.

WANDERER SENTENCED TO 25 YEARS IN PRISON

Wife Slayer's Comment Is 'I
Beat the Rope.'

Special Despatch to THE NEW YORK HERALD.
CHICAGO, Oct. 29.—Leon Earl Wande-
raker, charged with the murder of his
wife, her unborn child and the "ragged
stranger" the night of June 21 last, was
found guilty to-night and sentenced to
twenty-five years in prison.

The jury reached its verdict after
twenty-four hours of wrangling behind
closed doors. As no time in their delib-
erations was the death penalty discussed.
Late Thursday night the jurors stood
seven for guilty and five not guilty. The
next ballot convinced all of Wanderer's
guilt. For eighteen hours the jury was
deadlocked on the question of punish-
ment.

The compromise was finally
reached to-night.
After the verdict had been read Wande-
raker commented: "Well, I beat the rope."

ASK CANADA CUSTOMS HERE.

VANCOUVER, B. C., Oct. 29.—Estab-
lishment of a Canadian customs office at
New York was requested by a Board of
Trade which had been waiting on Presi-
dent Harding here to-day.

Official Catholic Paper Accepts Hays Disavowal

Special Despatch to THE NEW YORK HERALD.
BOSTON, Oct. 29.—The Boston
Pilot, which is the official
organ of the Roman Catholic
archdiocese of Boston, in its
issue this week contains this edi-
torial:

"In another section of the
Pilot we carry the Republican
National Chairman's disavowal
of the cartoon entitled 'Having
difficulty hanging up the master-
piece,' which has caused wide
dissatisfaction. The Pilot has
made its protest against this
caricature on the grounds of re-
ligion and honor. It has taken
no part in this or any other po-
litical campaign nor will it ever
be found aligning itself with any
party. Its sphere is essentially
religious.

"Since, however, the public
conscience is disturbed over the
recent unfortunate publication
of this cartoon and the Pilot has
done its honorable part in uttering
its emphatic protest and since
the Republican National
Committee has repudiated and
disavowed any connection with
its public presentation we be-
lieve that it is our duty in a
spirit of fairness and honesty to
present the committee's state-
ment of fact as given out by its
National Chairman and we are
glad to do it."

SLURS HARDING; LOSES HIS POST

Prof. Chancellor of Wooster
College Admits Writing
Odious Circular.

RESIGNATION DEMANDED
Resolutions of Faculty De-
nounce Methods and Dis-
claim Responsibility.

Special Despatch to THE NEW YORK HERALD.
WOOSTER, Ohio, Oct. 29.—Prof. Wil-
liam Chancellor, a member of the
faculty of Wooster College, was dis-
missed from the institution to-night by order
of the board of trustees after an ex-
tended hearing on charges made
against the educator, who was accused
of having taken too active a part in
the Presidential campaign in a manner
characterized in the charges as con-
stituting "pernicious political activi-
ties."

While no specific announcement was
made by the authorities with regard
to the nature of the alleged actions
said to have marked the activity of
the accused professor in political cir-
cles, it is asserted that he was con-
sidered to have been the author of a
circular letter or pamphlet.

The resolution calling for Professor
Chancellor's removal, on the part of
the board of trustees, was adopted
by a vote of 10 to 4. The resolution
of the board that circular letters are be-
ing scattered broadcast throughout the
country with reference to Senator
Harding, Republican nominee for the
Presidency, which letters are attributed
to Professor William E. Chancellor, a
part of which he admits to have been
written by him.

"And, whereas, such circular letters
issued on the eve of the election are
for the manifest purpose of appealing
to prejudices and to influence the elec-
torate of the country at the coming
election:

"Therefore, be it
Resolved, That we, the Board of
Trustees of the College of Wooster, re-
pudiate and disavow such political
methods as utterly unworthy of our
college's character and be it further
Resolved by the board, That the
College of Wooster indignantly dis-
claims all connection with, knowledge
of, or authority for the making and
issuing of any such circular letters."

Prof. Chancellor is 52 years old.